



AETC News Clips

Randolph AFB, Texas



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Bush drops in at BAMC

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Sonja Garza<
Express-News Staff Writer

Saying he was overwhelmed by the great strength of character of the wounded troops he had just seen, President Bush spent the first morning of 2006 visiting wounded service members and handing out Purple Hearts at Brooke Army Medical Center.

During his four-hour stay in the Alamo City on Sunday, Bush also fielded questions from reporters about the National Security Agency's domestic surveillance program. The president staunchly defended the program, which allows eavesdropping on people with suspected links to terrorist groups.

Bush called the program vital and necessary to help protect the American people.

"It seems logical to me that if we know there's a phone number associated with al-Qaida and/or an al-Qaida affiliate, and they're making phone calls, it makes sense to find out why," Bush said.

"They attacked us before. They will attack us again if they can."

Questioned about privacy concerns, the president responded in part by saying: "If somebody from al-Qaida is calling you, we'd like to know why."

The president described the program as limited and said it's designed solely to prevent attacks against the United States.

"The fact that somebody leaked this program causes great harm to the United States," he said.

Bush said that while he's cognizant of Americans' civil liberties, he also believes most Americans understand the need to find out what the enemy is thinking.

"We're at war with a bunch of cold-blooded killers," he said.

When asked about the outlook of withdrawal of U.S. troops from Iraq in the New Year, Bush said conditions there will dictate the force level.

Bush made Sunday's stop at the military hospital — his first presidential visit to BAMC — while en route to Washington after a stay at his Crawford ranch.

With a minor gash across his forehead, Bush joshed with reporters that he suffered the injury in "combat" with cedar.

"I eventually won" the battle, he joked about clearing brush on his property.

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The visit here began at 8:38 a.m. when the presidential helicopter Marine One touched down at Randolph AFB. A motorcade, led by two dozen San Antonio Police Department motorcycle officers, took the president to the trauma center, where more than 2,340 service members have been treated.

Entrances to Loop 1604 and Interstate 35 were temporarily closed along the route, where several interested bystanders parked and waved during the motorcade's return trip.

Outside the north gate of the hospital, about a dozen protesters gathered with signs for a peaceful demonstration, said John Hackett, a member of the San Antonio Coalition for Peace.

Hackett said the group's message was twofold — stop the war and support the troops — bring them home.

The president paid his respects in a closed-door visit to 51 military personnel injured in Iraq and Afghanistan and their families. He awarded nine Purple Hearts.

Bush called the 224-bed facility a hospital full of healers and courageous young soldiers, Marines and airmen.

The commander-in-chief said he was inspired by one military mother who told him she prays every day and believes in the miracle of healing. Bush said he wants the troops to know that their injuries aren't in vain.

The hospitalized members of the various military services didn't speak to reporters after the presidential visit.

The president returned to Randolph AFB in the early afternoon and left on Air Force One.

Moments after the aircraft took off, Paul Villagran, chief of public affairs at Randolph, said he believed the president's visit was "a tremendous morale booster."



AETC News Clips

Altus AFB, Okla.



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Joint city, AAFB runway project getting ready to soar

By Sonya Ray, staff writer

ALTUS—The city of Altus is prepared to soar to new heights with talks on the joint use of the Altus Air Force Base runway.

According to Geno Redmon, director of military and economic development for the Altus Chamber of Commerce, there are a “few more hurdles to cross,” but he is very optimistic about the developing economy of Altus.

“We’ve been approved to explore the joint use of the runways and to conduct an environmental assessment,” Redmon said.

Redmon says the city will work with AAFB officials to construct a taxiway that will connect with the AAFB runway. The project will be located on city property adjacent to the base on the north end.

“This will not interfere with Altus Air Force Base operations,” Redmon said. “We will not have planes flying out of the air park every day. Our flying schedule would be approved by the Altus Air Force Base.”

The park has taken on the name of the Southwest Oklahoma Renaissance (SOAR) Air Park. Negotiations with launch customers are currently being held. The companies will construct hangers for aircraft conversion and then convert 767-size aircraft from a passenger to a V.I.P. configuration or a private corporate jet airplane. The plan of the company would be to start small, by offering 20 jobs. Within the coming years, SOAR Air Park has the potential to bring more than 300 jobs to the Altus area.

“Although things like this have been talked about in the past,” Redmon said, “this is the first time we’ve actually put this into action. We want to try to capitalize on the assets Altus has.”

Redmon said that the process has been moving rather steadily. He plans to have something solid and in place by the summer of 2006.

“Typically, joint use with the Air Force can be a process that can take three to five years because there is a lot bureaucracy involved. We’ve had such good response from the secre-



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tary of the Air Force and their office. To move this far in six months is an encouraging thing to show the level of commitment we have from the DOD (Department of Defense)," he said.

Another venture that is in the early stages of talk is the joint and enhanced use of the AAFB golf course. If approved, the city will invest in making improvements and a new gate will be installed at the northwest side of the base. A new pro shop will also be built.

"We want to show that we are plowing new ground and exploring innovative ways of doing business, to bring jobs to Altus and improve economy by serving the needs of the Altus Air Force Base," Redmon said.

This type of joint use is labeled as the Public/Private Partnership with the Air Force Base. Other examples of cities that have done this are Fort Carson, Colo., which has a public/private golf course partnership, and Wright-Patterson Air Force Base, which has a hotel/convention center that is used by both military and civilians. Redmon says the construction of the golf course could cost \$20 million. He said the funding would possibly come from a pri-

vate corporation, which partners with the City of Altus and the AAFB. The details of the golf course project are still being worked out and nothing has been finalized at this time.

"By improving the economy of Altus," Redmon said, "we essentially improve the quality of life for citizens and the life of military personnel that are assigned in Altus."



AETC News Clips

Tyndall AFB, Fla.



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Graying Eagles

By Ed Offley News Herald Writer 747-5079 / eoffley@pcnh.com

TYNDALL AIR FORCE BASE

His workspace is a designated swath of concrete on the tarmac, a chesthigh tool cart and the massive angular sculpture of the F-15C Eagle overhead. Crouching under the belly of the 63-foot-long fighter plane, Staff Sgt. Jim Eckles ignores the gusting wind and kerosene stench of jet fuel, and reaches for a hand tool. "I've been fascinated with airplanes all my life," says Eckles with a broad grin. "I've always wanted to work on them." He reaches up to give the centerline fuel tank a friendly pat.

It was a mid-morning in December, and the F-15C under Eckles' care already had flown once that day.

One of 26 aircraft assigned to the 2nd Fighter Squadron, Eagle 790021 and the other Tyndall fighters are used by new Air Force pilots enrolled in the six-month "B" Course here to qualify in the F-15C. On any given day, some three dozen of the base's 72 Eagles are scheduled to fly, with roughly one-half of them assigned to two sorties.

As a senior crew chief with the 2nd Aircraft Maintenance Unit — a team of 220 repair specialists — Eckles "owns" 790021. Each morning he stops at a large hangar near the tarmac and checks out a tool cart, pushing it several hundred yards over to the covered parking spot where the Eagle rests.

"We have to push them out from the tool bin," Eckles says, giving the cart a shove. "We do that every day — that's part of the fun."

Unseen by the public, Eckles and the other crew chiefs are the point men for a complex, ongoing effort involving hundreds of Tyndall airmen and thousands of their counterparts at other Eagle squadrons across the world who keep the F-15 program flying.

As the F-15 enters its third decade of operational service next year, that challenge is still being met, but it's becoming more difficult and costly as the years go by, officials admit.

The Eagle is starting to show its age.

Successful design

While overshadowed in recent months by news reports heralding the steady growth of the F-22A fighter program and the "initial operational capability" of the first Raptor squadron, the Eagle today remains a frontline fighter aircraft deploying to hot spots around the world, officials say. Still, the cost and maintenance challenges are increasing.

"Since 1998, the cost per flying hour for the F-15C/D has risen from approximately \$5,700 to approximately \$12,600," said Col. Jim Firth, a senior official at Air Combat Command headquarters at Langley Air Force Base, Va. "Because of the F-15's age, the fleet is experiencing progressively greater sustainment issues."

This year, the active fleet of 524 F-15s has been placed under an airspeed restriction of 660 knots due to "structural issues" involving the aircraft's twin tail, Firth said in a detailed e-mail message responding to questions about the F-15. He added that there is "no single issue" affecting the aircraft that cannot be resolved with sufficient maintenance funding.

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The Eagle still has its staunch defenders.

"The aircraft is still rated to pull 9 G's (forces of gravity)," said Maj. Dave Eaglin, a career Eagle pilot who serves as assistant director of operations for the 325th Operational Support Squadron at Tyndall.

"It has proven to be a successful design," agreed Chief Master Sgt. Doug Martin, 42, the NCO in charge of the 2nd Aircraft Maintenance Unit. "My experience with this plane is that it has done what it has been advertised to do."

Air Force officials tout the F-15 support program as a remarkable success that has allowed the service to triple the initial service life of the aircraft from 4,000 to 12,000 flight hours. Eagle 790021, for example, has flown 6,300 flight hours to date since its delivery from the manufacturer in 1980 — just over half of its rated service life in a 25-year period.

Since an aircraft like the F-15 is essentially a collection of replaceable parts and components, the critical factors in determining its effective service life are the "fatigue critical" elements such as its wings, horizontal and vertical stabilizers and engines, said Col. Peter O'Neill, F-15 System Program Officer at Warner Robins Air Force Base, Ga. Each F-15 goes for "depot level" maintenance at Warner Robins every six years.

At depot, the aircraft is literally disassembled into its individual parts, then rebuilt. Structural parts are examined for cracks and metal fatigue; all hydraulic lines, wiring and internal components are carefully inspected, and other components are serviced or replaced with upgrades, O'Neill said. The three-month overhaul currently costs about \$3.4 million per aircraft.

O'Neill said a milestone in the F-15 program occurred in the 1980s with a "fatigue test" conducted by Boeing Co. engineers. Using actual flight data, they found the plane could easily operate with up to 18,000 flight hours.

"Since there were no major component failures in this test," O'Neill explained, "Boeing was tasked to do an economic study to take into account the wiring, hydraulics, fuel systems and electronic equipment which resulted in an 'economic service life' of over 12,000 flight hours."

Maintenance

Ensuring the safe operation of the F-15 within that design capability rests on the crew chiefs, avionics technicians and supervisors of the various Aircraft Maintenance Unit teams here and at other Air Force fighter wings, Martin said.

Crew chiefs such as Jim Eckles supervise the day-to-day operations of each aircraft. His range of duties include performing routine maintenance; filling out various forms and documents charting the aircraft's operations and servicing, and supervising "launch and recovery" procedures for each flight.

Eckles, an NCO in his mid-20s with seven years in the Air Force, is one of the more senior crew chiefs on the Tyndall flight line. "Some of them are as young as 18 years old," Martin said.

Supervising the crew chiefs are a pair of "expeditors" in each of the three F-15 AMUs at Tyndall (the other two teams are assigned to the 1st and 95th Fighter Squadrons), Martin said. Each expeditor is responsible for the condition of 12 aircraft, including scheduling and planning onbase maintenance work. This ranges from replacing parts and components to adjusting brakes and engine swapouts, Martin said.

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"We schedule the guys for 8- to 9-hour workdays, but there are times when it takes more than that," Martin said. "If their airplane is OK that doesn't mean that there is nothing to do — there's always another airplane that needs help."

A separate effort at each Tyndall AMU involves maintaining the complex avionics of the aircraft, including cockpit flight and navigational instruments, and the plane's radar and defensive countermeasures systems.

"We're assigned to all of the aircraft, not just one," said Tech. Sgt. Eric Butts, 30, one of 33 avionics technicians with the 2nd AMU. When a black box goes down, Butts said, the options are "fix in place, swap out the components for repair in shop or send the item up to (the F-15's repair) depot."

Day-to-day supervision of the maintenance effort falls to a "production superintendent" such as Martin, who directs all of the activities on the flight line and repair shops.

Occasionally, a key system on one of the fighters simply will quit. "Say a radar unit fails," Martin explained. "Obviously if it's no good you can't then train a pilot on it."

Some challenges are stiffer than others.

Several weeks ago, one of the 2nd Fighter Squadron's Eagles suffered the failure of a data cable to the cockpit Fighter Data Link display. This provides the pilot situational awareness by showing the plane's location relative to other aircraft in the air and can show if one of them has "radar lock" on an enemy aircraft.

Even though the device is relatively new and has been installed on Tyndall Eagles for only a year, Butts said his team had a real problem locating a replacement cable.

"The Air Force just didn't have any," Butts said. "But depot found us a part number and a stock number for a whole (wiring) harness that included the cable. A lot of coordination and legwork went into that."

After being grounded for two weeks, that particular Eagle took to the sky once again.

Operational need

Air Force officials say they honestly have no idea how much longer the F-15 Eagle will fly.

Uncertainty over future funding for the F-22A is one of several issues clouding the service's plans, Firth said. Other Air Force officials say the advancing threat of ground-based anti-aircraft missiles and advanced fighter designs developed by Russia and China may render the Eagle obsolete before its time.

Gen. Ron Keys, commander of Air Combat Command, told Air Force magazine recently that the service several years ago began planning to shrink the F-15C fleet from 584 to as few as 178 operational aircraft by 2015.

Given the advanced capabilities of the F-22A, Keys told the magazine that the service has sought a fleet of 381 Raptors "to replace more than 800 F-15Cs, F-15Es and F-117s."

Firth said under that plan, it already has upgraded 178 of its F-15Cs with new engines, radar, navigational equipment and defensive countermeasures.

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However, Congress has thus far refused to authorize more than 179 Raptors.

If that ends up as the ultimate size of the Raptor fleet, Firth said, "Naturally, we expect USAF will have an operational need to continue to operate a larger portion of the F-15 fleet to provide sufficient capability in the air superiority mission, compared to a scenario in which 381 F-22s are procured."

Some of those answers probably will emerge with the release of the Pentagon's 2006 Quadrennial Defense Review in several months, he said. The congressionally mandated review is expected to dictate the future of major military weapons systems including the F-22A and F-15.

Meanwhile, the F-15C maintainers on the Tyndall flightline say they are too busy with their daily responsibilities to worry about longterm Air Force procurement plans.

"We're training pilots, we have a schedule and a syllabus to fulfill," Martin said. "As long as they keep giving me parts, I'm prepared to do this until we're told not to fly anymore."



Photos by Terry Barner / The News Herald U.S. Air Force Staff Sgt. Jim Eckles checks the tail section of an F-15C Eagle parked at Tyndall Air Force Base. Many of the base's 72 F-15s are older than the crews who fly and maintain them and keeping the crafts flying is costing more and more.

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F-15 **snapshot**

Profile: F-15C
No. 790021

- Unit: 2nd Fighter Squadron, 325th Fighter Wing, Tyndall Air Force Base

- Primary mission: F-15 pilot training

- Cost: \$43 million

Specifications

- Length: 63 feet, 9 inches

- Height: 18 feet, 8 inches

- Wingspan: 42 feet, 10 inches

Aircraft history

- Constructed: 1979

- Delivered: 1980

- Total flight hours: 6,300

- Depot maintenance cycles: three

Performance

- Airspeed: 1,875 mph (Mach 2.5-plus)

- Ceiling: 65,000 feet

- Maximum range: 3,450 miles

Weapons capability

- 1 — M-61A1 20mm multibarrel internal gun, 940 rounds of ammunition

- 4 — AIM-9L/M Sidewinder missiles

- 4 — AIM-7F/M Sparrow missiles or AIM-120 AMRAAM missiles.

Sources: Tyndall AFB, Warner Robins Air Logistics Center

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U.S. Air Force Senior Airman Tim Jett, left, and Senior Airman Leon Warrick perform maintenance work on an F-15 Eagle at Tyndall Air Force Base in December.



Terry Barner / The News Herald

The leading edge of the tail rudders of this Tyndall Air Force Base F-15 has strengthening material applied to decrease the chances of developing cracks.



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Police uncover murder-for-hire plot

Wife, lesbian lover charged with soliciting to have husband killed

By Paul L. Mikolajczyk News Herald Writer 747-5089 / pmikolajczyk@pcnh.com

CALLAWAY

Two female lovers are behind bars after hiring an undercover cop to carry out a hit on one of the women's husband, according to Bay County Sheriff's Office reports.

Investigators with the Sheriff Office called Amanda Reeves, 17, and Rachel Lea Anderson, 23, "cold and calculated" in the planning of the killing of Reeves' estranged husband, whose name was not released.

Sheriff's Office investigators said they learned Tuesday that the women were searching for someone to kill Reeves' husband, an airman with the U.S. Air Force. They reported the women wanted the man dead so Reeves could collect her husband's life insurance money.

Reeves lives with her husband on Tyndall Air Force Base. Anderson lives in Chipley.

On Wednesday, an undercover investigator with the Sheriff's Office, posing as a hitman, met with the women at motel room and they quickly asked him to kill Reeves' husband, according to Sheriff's Office reports.

Capt. Jimmy Stanford, head of the Sheriff's Office Criminal Investigation Division, said the women gave the undercover investigator a full description of Reeves' husband, including a picture, and provided the investigator with a murder weapon — a large butcher knife.

Stanford said the woman wanted Reeves' husband killed at the Under the Oaks Park on U.S. 98 in Parker at about 4 p.m. on Thursday.

The woman also gave the undercover investigator a large quantity of jewelry as collateral for the killing, promising to pay him cash when the insurance money was collected, Stanford said.

He said investigators guarded Reeves' husband during the planning of the hit — in case the women had contacted someone else to kill the man.

The entire transaction took place under police surveillance, and the women were involved in every detail of the planning, Stanford said.

"They were pretty cold and calculated," Stanford said.

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“They talked about killing him like I would talk to you about going to the store.”

He said the women were given opportunities to cancel the hit.

“We’ve had a couple of (cases) in the past we hear about. People just mad at somebody and want them dead, but it doesn’t pan out,” Stanford said.

“Here it seemed obvious pretty quick that they were seriously committed to it.”

When it came time for the killing on Thursday, Reeves called her husband and asked him to meet her at the park. The Sheriff’s Office then staged a response to the “crime scene,” even starting a homicide investigation.

Stanford said that when investigators went to Reeves home to inform her about her husband’s death, the teen barely displayed any emotion.

“The non-emotion on these girls was amazing,” he said.

Reeves and Anderson were then arrested on charges of soliciting murder in the first degree.

They were taken to the Bay County Jail for booking and are expected to first appear before a judge on Thursday afternoon.

The Florida Department of Law Enforcement and the Air Force Office of Special Investigations participated in the undercover operation.

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Husband 'shocked' over plot to kill him Bonds set for Bay teenage wife, female friend accused of offering \$100,000 for hit

By David Angier News Herald Writer 747-5077 / dangier@pcnh.com

Damion Reeves was "holding in there" Thursday after seeing his wife in court, accused of trying to hire a hitman to kill him.

Reeves, a Tyndall Air Force Base airman, said he could not talk about the case, but did describe his reaction when Bay County Sheriff's Office deputies told him about the charge.

"Shocked. That's all I can say," he said.

His wife, Amanda Reeves, 17, is charged with soliciting to commit firstdegree murder, a felony that carries a possible 30-year prison sentence. She and a woman deputies said was her lesbian lover and co-conspirator in the crime, Rachel Anderson, 23, of Chipley, were arrested Wednesday evening.

County Judge Elijah Smiley set bonds Thursday in both women's first court appearance. He ordered Reeves to be held on a \$60,000 bond and set bail at \$150,000 for Anderson, who also is charged with soliciting to commit first-degree murder.

Anderson received the higher bond because of a prior criminal history. She was arrested in 2003 for fleeing and eluding officers, reckless driving, dealing in stolen property and driving with a suspended license.

Reeves had never been in trouble before. Anderson's stepmother, Lisa Goodwin, said before court that she was not surprised by the charges and would not ask the judge for a low bond.

"She should stay in jail. She does not need to go home," Goodwin said. "I can't do anything with her, she's too bull-headed."

Goodwin said she knew of Anderson's "lesbian relationship" with Amanda Reeves but did not want to comment on it because she only had met Reeves once.

Goodwin said she feels bad for Anderson's 4-year-old daughter, who will not be able to see her mother. Anderson's mother and stepfather, Goodwin said, adopted the girl.

Goodwin called the alleged hitman incident "very childish."

"She's always looking for trouble," Goodwin said of her stepdaughter.

According to court records, Reeves and Anderson offered an unidentified man \$100,000 to kill Damion Reeves. Instead, the man reported the incident to sheriff's investigators on Tuesday.

Deputies began their investigation of the case Tuesday night. On Wednesday morning, deputies had the man introduce one of their investigators to the women as someone who would be willing to do the job, according to court records.

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The officer met with the women at a motel and worked out a deal where Amanda Reeves would pay him after she collected Damion Reeves' \$500,000 life insurance, according to court records. The women gave the officer a picture of Damion Reeves, a description of his car and a butcher knife, then directed him to meet the victim that afternoon at a park near the base.

On Wednesday afternoon, Amanda Reeves called her husband and told him to meet her at the park, according to court records.

Later that evening, deputies went to the house on Phantom Lane that Amanda Reeves shares with her husband and told her that Damion Reeves had been killed so they could get her reaction, according to court records. They arrested her and Anderson soon after.

Prosecutor Maria Dykes told Smiley that there is audio and videotape evidence in this case. Court records show that the meeting between the undercover officer and the women was recorded.

"This is a very serious case," Dykes said. "A very strong case."

Dykes asked for a \$100,000 bond for Reeves, but Smiley gave her credit for a spotless history. Smiley found that Reeves, despite being 17, qualifies for adult status because by law a minor is an "unmarried person" younger than 18.

Amanda Reeves' lawyer, Rusty Shepard, told Smiley that Reeves, who is a native of Tennessee, had lived in Bay County for three years. He said that he would not contest Reeves' status as an adult, but still drew the judge's attention to her age.

"The co-defendant (Anderson) is 23 and has a prior felony record," Shepard said. "(Reeves) has no prior record and is a bit more naive than her co-defendant."

Both women are scheduled for a court appearance on Jan. 26 before Circuit Judge Dedee Costello.



Rachel Anderson, top, and Amanda Reeves were arrested Wednesday.

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Teen in hitman case out on bond

Friend speaks about Reeves, lover on behalf of husband

By S. Brady Calhoun News Herald Writer 747-5075 / bcalhoun@pcnh.com

A teenager accused of hiring a hitman to murder her husband was released from jail on a \$60,000 bond Friday.

Amanda Reeves, 17, is charged with soliciting to commit first-degree murder, a felony that carries a possible 30-year prison sentence. She and a woman deputies said is her lesbian lover and co-conspirator in the crime, Rachel Anderson, 23, of Chipley, were arrested Wednesday evening.

Anderson remains in jail on the same charge on a \$150,000 bond.

Reeves' husband, Damion Reeves, a Tyndall Air Force Base airman, declined to be interviewed for this story but accompanied Jennifer Cohen, 23, a friend of Damion, Amanda and Anderson, to an interview at The News Herald on Friday afternoon.

"I'm speaking for him," Cohen explained.

Damion Reeves did correct a few minor details during The News Herald's interview with Cohen.

According to court records, Amanda Reeves and Anderson offered an unidentified man \$100,000 to kill Damion Reeves. Instead, the man reported the incident to Bay County Sheriff's Office investigators on Tuesday.

Amanda and Damion had been married for about two years and she was 16 when they wed, he confirmed.

Deputies began their investigation of the case Tuesday night. On Wednesday morning, deputies had the informant introduce an investigator to the women as someone who would be willing to do the job, according to court records.

The officer met with the women at a motel and worked out a deal in which Amanda Reeves would pay him after she collected Damion Reeves' \$500,000 life insurance, according to court records. The women gave the officer a picture of Damion Reeves, a description of his car and a butcher knife, then directed him to meet the victim that afternoon at a park near the base, according to court records.

On Wednesday afternoon, Amanda Reeves called her husband and told him to meet her at the park, according to court records.

"The day she wanted to have him killed she (said to him), 'I just want to let you know I still want you to be my best friend,'" Cohen said.

Later that evening, deputies went to the house on Phantom Lane that Amanda Reeves shares with her husband and told her that Damion Reeves had been killed so they could get her reaction, according to court records. They arrested her and Anderson soon after.

"Who in the hell in their right mind hires a hitman and gives him a butcher knife?" Cohen asked. "That's just inhuman. They both deserve to be in jail."

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However, Cohen said she was shocked by the plot and, although Amanda Reeves often spoke ill of her husband, Cohen had never heard Amanda or Anderson talk about killing him.

"Rachel has never harmed anybody in her entire life. Not even a fly," Cohen said. "She's done some stupid (expletive) in her life, granted."

Anderson was arrested in 2003 for fleeing and eluding officers, reckless driving, dealing in stolen property and driving with a suspended license. Both women are scheduled for a court appearance on Jan. 26 before Circuit Judge Dedee Costello

Cohen said she has been friends with Anderson for about a decade and has known Amanda Reeves for a few months.

Cohen, who identified herself as a lesbian, said the case was harmful to the lesbian community. She said heterosexual people accused of murder are not labeled as heterosexuals.

"Yeah, they were lovers. So what?" Cohen said. "Why do you have to have a title on it?"



Rachel Anderson, top, and Amanda Reeves are charged with soliciting to commit firstdegree murder.

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